Amendments to the Specification:

Please add the following new paragraphs on page 10 of the specification after line 6 or after the paragraph that begins with "Figure 9 a drive joint":

Figure 9a shows a view of the drive joint of Figure 2 along line C-C of Figure 2.

Figure 9b shows a view of the drive joint of Figure 2 along line E-E of Figure 2.

Please add the following new paragraphs on page 10 of the specification after line 8 or after the paragraph that begins with "Figure 10 an outer hub":

Figure 11 shows a similar view of a drive joint as shown in Figure 2, and includes a deformation ring for illustrating the deformation of the outer hub.

Figure 12 shows a similar view of a drive joint as shown in Figure 11 and also shows the direction of force of the inner hub and outer hub pushing against each other via balls.

Figure 13 shows a similar view of a drive joint as shown in Figures 11 and 12 but shows the drive joint under high axial force when the outer hub is experiencing plastic or elastic

deformation, with the deformation of the outer hub illustrated by the deformation of deformation ring DFN.

Figure 14 shows a drive joint with a disengaged inner hub or inner joint part and an outer hub or outer joint part.

Please amend the paragraph spanning pages 18 and 19 as follows:

In order to now avoid having the drive shaft 1 bend out in the region of the joint 8, if high axial forces occur from one shaft sub-section 2 on the other shaft sub-section 3, in the direction of the arrow F, and possibly having it penetrate into the passenger interior, while rotating, something that can occur, in particular, in the case of frontal collisions or rear-end collisions, the joint 8 is configured so as to disengage. For this purpose, in the case of the exemplary embodiment shown, the outer joint ring, i.e. the outer hub, and/or the carrier housing, as shown in Figures 4, ~~and~~ 9, 9a, 9b, and 11-14, is configured to be elastically deformable. If a high axial force on the shaft sub-sections 2 and 3 now occurs, so that the distance between the connector pieces 4 and 5 is shortened by means of this force, the inner joint part, i.e. the inner hub 10, can be axially displaced relative to the outer joint part, i.e. the outer hub 16. In this

connection, the balls 14a of the second raceway pairs are pressed slightly outward radially in the direction shown in Figure 12, by means of the axial displacement of the second inner ball raceways 18a with the inner joint part, so that the outer hub widens, at least locally, as shown in Figure 13 by the local widening of deformation ring DFN, and also as shown in Figure 9a in which the outer hub experiences slight deformation, as exhibited by the outer diameter of the outer hub shown in Figure 9a that is slightly larger than the outer diameter of the outer hub shown in Figure 4. In this connection, in the position shown in Figure 9, the balls 14 in the first raceway pairs are released radially inward in the direction shown in Figure 12, as is evident in Figure 3, specifically by a greater amount than the amount that results from the radial migration of the balls 14a. Figure 9b shows the effect on the inner hub's raceways as the inner running groove root experiences a slight plastic or elastic deformation, seen by the slight inward curvature of the inner running groove 18 and the inner running groove root. In this connection, the disengagement is also facilitated in that the outer hub briefly assumes an almost polygon shape, as shown in Figure 13 with the deformation ring DFN, in the position of the inner hub corresponding to Figure 9, which is determined by the

corresponding position of the four balls 14a. In the case of a further axial displacement of the inner hub into the outer hub as compared with the position shown in Figure 9, the balls 14a jump from the inner ball raceways 18a radially inward. As a result, the joint is disengaged (with a complete disengagement shown in Figure 14), so that the inner hub 10 along with the shaft sub-section 2 can move axially further into the shaft sub-section 3. This telescoping of the shaft sub-section 2 into the shaft sub-section 3 can either take place without hindrance, or, and this can be particularly advantageous, can be damped in defined manner, in that an axial damping device is provided in the shaft sub-section 3, which device can also be configured to have a progressive effect.